



**Compass Advisory Team Meeting
Thursday May 19, 2016**

Meeting Notes

Present: Teresa Adams/UW-Madison, Gary Brunner/Northwest Region (phone), Lance Burger/Northwest Region (phone), Scott Bush/Compass Program Manager, Javier Vidal Carreras/UW-Madison, Bob Hanifl/Southwest Region, Todd Hogan/Southwest Region, Mike Ostrenga/Northwest Region (phone), Doug Passineau/Wood County, Iver Peterson/Southwest Region, and Dan Raczkowski/Marathon County.

1. Compass Advisory Team Membership

One of the two county highway commissioner seats on the team is currently vacant. The vacant seat was previously held by Tom Lorfeld, who retired from Columbia County. Scott asked Doug Passineau to work with the Wisconsin County Highway Association to designate a new member to the team.

2. May 21, 2015 Meeting Notes

The draft meeting notes from the 2015 meeting were reviewed and accepted as written.

3. Draft 2015 Compass Annual Report: Javier Vidal Carreras, UW-Madison

The draft report was reviewed and discussed. Key observations from the 2015 field data include:

- 2.61 GPA. The MAPSS grade point average increased from 2.50 in 2014 to 2.61 in 2015. This is the overall GPA for the 29 Compass features. The condition level is below the WisDOT goal of a 3.00 GPA.
- Two "F" Grades. Drop-off on unpaved shoulders and cracking on paved shoulders continued to receive failing grades.
- Features Below Target. Three features were below their fiscally-constrained maintenance target, including drop-off on unpaved shoulders, cross slope on unpaved shoulders, and cracking on paved shoulders.
- Changing Grade Levels: Based on modest backlog changes, four features improved one grade level and one feature had a one grade level decline since 2014.

The 2015 pavement condition data was also discussed. The pavement data is collected biennially and is used in the WisDOT Pavement Maintenance Management System. PMMS summary tables illustrate conditions by pavement type (asphalt and concrete) and along four condition levels (excellent, good, moderate, and bad). The Compass report provides state condition data by lane mileage and associated system percentage. The report also identifies region condition data by their percentage of roadway mileage. The pavement data was recently added back into the annual report, now that the PMMS has been upgraded from Pavement Distress Index (PDI) distress data to Pavement Condition Index (PCI) information, and transitioning from a district level analysis to the current WisDOT region organization.

A summary of Flume conditions from 2008 to 2015 was also discussed. Conditions in 2015 dropped drastically, from a 42% backlog in 2014 to a 23% backlog in 2015. Typical Flume backlog levels have been much higher, varying from mid 30% to mid 40% levels over the last seven years. And annual backlog changes of that degree aren't seen in the program. At the region level, the Northeast Region (2%) and the Southeast Region (8%) reported unusually low backlog levels in 2015. Scott will remind raters at 2016 training about the deficiency threshold for Flumes and the need for a consistent evaluation process each year.

A one page summary of system conditions was also presented, along with a table "Maintenance Priorities and 2015 Conditions". The table illustrates A through F level of service conditions for each Compass feature, listed by maintenance priority. The table provides information on competing demands, trade-offs, and potential expenditure strategies.

Next week Scott will distribute the draft report to the advisory team. He asked the team to review the document and provide comments to him within two weeks. The final report will be posted on the Compass website, discussed with Compass raters at their annual training, and a link to the report will be sent to state and county staff.

4. Region Field Conditions

The 2015 Compass field data was also presented as a peer group analysis at the region level. Condition data is annually prepared at the region level to provide them with insight into what they do well and what are their challenges. A Region Scorecard is prepared for each region, and identifies the following metrics:

- Region GPA, and the Regions with the Highest and Lowest GPA;
- Region GPA by Contribution Category;
- Region GPA by Element;
- Highest and Lowest Backlog Levels in the Region; and
- Conditions Better and Worse than Targeted

The same data is also portrayed visually, with a table illustrating a continuum of conditions from better (left) to worse (right). The visualizations identify region feature backlog levels and associated level of service grades, the statewide

average, and the fiscally-constrained maintenance target. The visualizations are prepared each year to cater to people who prefer a graphic depiction of data over a tabular form.

5. 2016 MAPSS Performance Measures Report

The April 2016 MAPSS Performance Scorecard was reviewed. MAPSS is the performance management system for WisDOT and stands for the department goals (M-Mobility, A-Accountability, P-Preservation, S-Safety, S-Service). The Compass data first appears each year in the April quarterly MAPSS Report. The 2016 MAPSS Report includes the 2015 Compass data collected between August 15, 2015 and October 15, 2015.

The Compass grade point average is the MAPSS performance measure the department uses for highway maintenance. The GPA is calculated by averaging the individual grades for the 28 features rated in the Compass program. The 2015 GPA used in the 2016 MAPSS reports is 2.61, below the WisDOT goal of a 3.00 GPA.

Other performance measures impacted by routine maintenance activities were discussed, including one-page summaries on:

- State highway pavement condition (backbone)
- State highway pavement condition (non-backbone)
- State bridge condition
- Winter response

6. Proposed Changes to the 2016 Compass Field Review

A one-page summary of proposed changes to the field review process was discussed. Changes proposed for the 2016 rating cycle include:

- Identifying paved shoulders with Safety Edge;
- Rating Flumes made of rip-rap, in addition to Flumes made of concrete or asphalt;
- Identifying Fences by “Urban” or “Rural” type;
- Identifying if protective barriers require herbicide;
- Identifying if a round-a-bout is located within the segment.

The group discussed the items above and agreed to implement them for the 2016 rating cycle. Ideas previously suggested, but not being pursued at this time, include modifying the cracking threshold and changing the maintenance priority for long-line mowing. The cracking threshold for Performance Based Maintenance (PBM) projects currently is 1/8”. Scott will discuss the issue with the PBM manager and request changing the PBM specification to greater than 1/4”, to be consistent with Compass. There was also a suggestion to modify the maintenance priority for long-line mowing, which isn’t currently being pursued.

A table “Compass Maintenance Priorities and Grading Curves” was distributed, identifying priorities and associated grading scales for the Compass features.

Changes to the Rating Sheet were discussed, along with proposed approaches for evaluating round-a-bouts.

7. Compass Training Program

An evaluation of the 2015 Compass training program was discussed. Raters provide evaluations in each training session and comments can suggest modifications to the training curriculum. The number of raters continues to modestly increase over time, as some regions and counties train multiple raters or back-up raters. Raters continue to provide very positive evaluations for the training curriculum and the trainers.

The 2016 training schedule was discussed, along with a status on training registrations. Eighteen people have registered for the two-day introductory course and about 100 past raters are registered for the refresher training. Brandon Dammann, Wood County Patrol Superintendent, will join the training team this summer, heading up the Drainage features. Thank you to Brandon for wanting to be a Compass trainer and thank you to Wood County for making him available.

8. Annual Quality Assurance Project

The annual Quality Assurance project was discussed with the team. A map was distributed showing when counties have undergone a QA review. The last ten counties to never be reviewed were selected for a QA in 2015. The QA process in 2016 will focus on new raters, to ensure consistent ratings from the outset. Teresa recommended the QA focus on segments with several features present. Too many previous QA segments on rural roads contained only a ditch, centerline and edgeline. Targeting segments with several features to review will be implemented starting with the 2016 QA.

9. Next Meeting: May 18, 2017 in Wisconsin Rapids (i.e. 3rd Thursday in May)

10. Adjourn